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Chief, D/I, ORR

17 Nov. 1952

 I/CG, ORR

Input Data for W.S.E.G.

1. The input data requested for the use of W.S.E.G. for Wheeled Vehicles and Tractors is summarized in the enclosed table. This data has been condensed from figures developed for ORR-110-51 and from other authoritative sources.\* It should not be used for any purpose except for W.S.E.G. since, although it is believed to be within practical limits of accuracy for the intended purpose, it has no practical application to any other purpose. It is believed to be as accurate as any input data can be to cover such a broad category.

2. Inputs to parts could not be eliminated entirely from some of the commodities, nor was there a good basis on which to add inputs to parts to other commodities. However, inaccuracies due to the considerations of parts inputs one way or the other will not have a significant effect on the figures in the table.

3. If I had any choice, I would have left parts production out of the calculations since the replacement of completely attritioned vehicles does not create a need for parts.

\* Table of Materials for 1000 trucks, estimated by the Automobile Manufacturers Association from Form PD-22, June 5, 1941.

U.S. Munitions Handbook, published by Civilian Production Authority.

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Encl:

1 Table

Distribution:

1 - I/CG

Input Data for W. S. E. G.

<sup>a</sup> Item	<sup>b</sup> Ingot Steel (lbs. per lb. of item)	<sup>c</sup> Ingot Alum. (lbs. per lb. of item)	<sup>d</sup> Refined Copper (lbs. per lb. of item)	<sup>e</sup> Refined Zinc (lbs. per lb. of item)	<sup>f</sup> Electric Power (kwh per lb. of item)	<sup>g</sup> Man power (man-hours per ton)
Passenger Cars	1.41	.005	.0147	.0134		
Jeeps	1.75					
Light Trucks, 3/4 ton, 4 x 4 cargo						
Medium Trucks, 1 1/2 and 2 1/2 ton, cargo, all wheel drive	1.2	.005	.0177	.002	.213	.09
Heavy Trucks, 5-7 ton, cargo						
Tractors, tracklaying	1.5	.0016	.0062	negligible	.240	.14